

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 6:46 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 283 Const Calendar Day: 380 Date: 19-Jun-2013 Wednesday

Inspector Name: Feather, Bernard Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 08:00 am 05:00 pm Break: 01:00 Over Time:

Federal ID:

Location:

Reviewer: Shedd, Bill Approved Date: 20-Nov-14 Status: Approved

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition Clear, warm, winds in the afternoon

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

Track progress of FWS mechanical piping installation. Inspect delivery of 6" DIP with welded thrust collars. Misc MEP paperwork and write diaries.

**04-0120F4 Bid Item: 121 0-000-000.121 CCSF RECLAIM WATER (6 NPS)**

F.W. SPENCER AND SON, INC

**Diary:**

Dispute

**6" DIP Delivery 121 0-000-000.121**

I went out to the FWS yard at Pier 7 at 0830 to inspect the ductile iron pipe delivery (4 each lengths of 6" DIP with thrust collars, one length of 10" DIP length with weld rings, and one 12" DIP length with weld rings). There was no paperwork with them, and talking with Narciso Biagi, he indicated that they did not arrive with paperwork. I also noted 2 lengths of 6" DIP, one length of 10" DIP, and one length of 12" DIP with flanged ends. These sections of pipe that have been painted and are sitting in the yard, but have not been released by me. Narciso Biagi said they were delivered at the beginning of the month and painted 6/6, 6/7, and 6/11.

I emailed Bill O'Sullivan, ABF, and Ari Landworth, FWS, to inform them that I don't have any of the paperwork on this material, and it can't be incorporated into the work unless and until I receive the proper paperwork and release it. I later followed up with a phone conversation with Bill O'Sullivan.

**04-0120F4 Bid Item: 126 0-000-000.126 COMPRESS AIR (4 NPS)**

F.W. SPENCER AND SON, INC

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> F.W. SPENCER AND SON, INC								
Welder	JNM	RICHARD KIIKVEE	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Plumber/Pipefitter	JNM	NARCISO BIAGI	8.00	0.00	0.00	8.00		<input type="checkbox"/>

**Diary:**

Dispute

**Mechanical Piping 126 0-000-000.126**

Tim Esquivel and Josh Johnson spent the shift welding the joints on the 2 1/2" DW line along the bike path at PP 93S, PP 97S, PP 97S, and PP 99S.



## Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Feather, Bernard

Diary #: 283

Date: 19-Jun-2013

Wednesday

Rick Kiikvee and Jim Perry set 4" CA line and 2 1/2" DW line on the bikepath east of PP 103.

Barry Mallaney welded the PS-7 to EB barrier rail for the expansion loop at crossbeam CB 19. He also trim the PS-11 for the 10" Sewer main at that expansion loop to the correct height, then tack welded the pipe support ito place. METS paint inspector Stuart Ross noted that Barry M. repaired the galvanizing with unapproved aerosol cold galvanizing primer and told him that primer would have to be removed. The tack welds on the pipe supports were ground off, and the PS-11 was sent to the CCC paint shack at Pier 7 for blasting and priming.

Narciso Biagi, foreman, oversaw and assisted in all these activities.

CCO-187

Bid Item: 001

0-MSI-EFA.187

MEP/Structural Interferences

CERTIFIED COATINGS COMPANY

### Diary:

Dispute

#### DIP Painting

001 0-MSI-EFA.187

☐

On 6/17, a pallet of trimmed DIP was returned to the site after weld rings were installed off site. These trimmed sections were from full lenth sections of 6", 10", and 12" DIP which were previously release and painted. At 0830, I went to the CCC paint yard at Pier 7 and noted that this pipe was inside the blast enclosure.

At 1000, I spoke with James Brockman, informing him that these trimmed sections of pipe needed to be repaired per the requirements of CCO 45S03; there were not to be blasted prior to painting. I followed up this conversation by forwarding an email from May 3, 2013 with the CCO 45S03 paint requirements. James B. acknowledged this email and informed me that CCC would began paint repair work on the trimmed sections of DIP on 6/20/2013.